



# 125th Annual Conference



CHURCH OF  
THE BRETHREN



Calgary, Alta.

June 12-21, 1923

#### OFFICIAL ROUTE

C. M. & St. P.	Chicago to St. Paul
See-Canadian Pacific	St. Paul to Calgary

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This pamphlet is published by the Canadian Pacific Railway Company at the request and with the approval and endorsement of the Committee of Arrangements.

# ANNUAL CONFERENCE

## Church of the Brethren, Calgary, Alberta, June 12-21, 1923

### *Some Messages of Welcome*

Edmonton, January 15, 1923.

Dear Sir:

I am informed that the Church of the Brethren already have under way arrangements for their annual conference to be held in the City of Calgary in June next. May I again assure you how much we appreciate the fact that your people have chosen Calgary as the place of meeting and, further, that we look forward to the opportunity for rendering any assistance we can in making your visit to this Province a time of pleasure as well as profit. If we can be of any service to you, I shall be glad to hear from you.

Yours very truly,

H. GREENFIELD,  
Premier.

Bishop I. W. Taylor,  
Moderator, Church of the Brethren.

Calgary, Jan. 12, 1923.

The Church of the Brethren:

On behalf of the citizens of Calgary I want to tell the members of the Church of the Brethren that we are looking forward with keen anticipation to welcoming them to our city in their convention in June.

We know you will like our city and country from the viewpoint of travel and I can assure you, without any doubts, that you will be given the hand of fellowship and all the citizens will join in making you feel you are among real friends and well wishers. All departments of the city's administration stand ready to render you any service and you can be assured that your organization and the principles on which it is based will be shown every respect and courtesy.

It is our earnest desire and aim to work for the success of your convention, that it may be the most successful one, to you, of any you have ever held, and that you will return to your homes with feelings of delight and memories of your visit with us which it will ever be a pleasure to recall.

Yours sincerely,

GEO. H. WEBSTER,  
Mayor.

Calgary, Jan. 12, 1923.

To all members of the Church of the Brethren:

The Calgary Board of Trade, with a membership of nearly 800 business and professional men, is looking forward with great interest to your Conference to be held in this city in June next. You may rest assured of a hearty welcome, and that everything possible will be done for your comfort, and to facilitate the work of the Convention.

Calgary is only a short distance from the principal Rocky Mountain resorts, which have been called by some of your citizens, "The Switzerland of North America." They are only a short distance by rail or can be reached by good auto roads. In addition, therefore, to the work of your Convention, it will be an easy matter for you to visit these places.

Hoping to meet you face to face in Calgary next June.

F. R. FREEZE,  
President,  
Calgary Board of Trade.

Calgary, Jan. 15, 1923.

The General Ministerial Association of Calgary, Alberta, assembled on the above date, send their cordial Christian greetings to the Church of the Brethren.

We rejoice in the prospect of the coming of your great Convention to our City, and heartily assure you of our desire and purpose to do all in our power to facilitate the success of your Convention to the Glory of our Lord and Savior Jesus Christ.

President, R. MACGOWAN.  
Secretary, T. F. LUND.

The women of Calgary are anticipating a large attendance of the women of the Church of the Brethren in their Convention in June and assure them a most hearty welcome.

(SGD.) JESSIE S. GLASS,  
President, Local Council of Women.

## HISTORY OF CHURCH IN CANADA

THE first public service in Western Canada was held in a tent near Francis, Sask., in 1902. Regular Service and Sunday School was held near where the Fairview Church is at Osgue, Sask., during the summer of 1903. Church organized and house built the same year.

Other Churches were organized, and at the present there are the following: Pleasant Valley, near Medicine Hat, organized 1909; Irricana Church, near Irricana, Alberta, organized 1910; Battle Creek Church at Vidora, Sask., organized 1910; Bow Valley Church, near Gleichen, Alberta, organized 1916; Merrington Church, Kindersley, Sask., organized 1920. At the time of the organization of these churches this territory was within the bounds of the District known as North Dakota, Eastern Montana and Western Canada. At the District Meeting of this District held at Newville, N. D., in July, 1920, a petition was presented, asking that the churches of Canada be granted the privilege of organizing themselves into a separate District, which was unanimously granted. Accordingly, a special District Meeting was called by the elders of the Canadian Churches to be held in the Bow Valley Church, the same summer, at which meeting an organization was effected subject to the approval of the Annual Meeting of 1921. At the first regular District Meeting of Western Canada a petition was presented, asking that the District call for the Annual Meeting of 1923, to be held in Calgary, Alberta. This call was made and granted by Annual Meeting.

## MINISTERS IN CANADA

Baker, Isaac, Kindersley, Sask.  
Beard, D. R., Irricana, Alberta.  
Brubaker, J. H., Gleichen, Alberta.  
Burns, William, Irricana, Alberta.  
Cawley, E. C., Irricana, Alberta.  
Culp, J. S., Gleichen, Alberta.  
Eisenbise, T. A., Gleichen, Alberta.  
Garst, N. N., Gleichen, Alberta.  
Hollinger, Albert, Kindersley, Sask.  
Hollinger, David, Red Cliff, Alberta.  
Long, George, Irricana, Alberta.  
McCune, I. M., Irricana, Alberta.  
Niminger, R. W., Hanley, Sask.  
Pobst, Frank E., Gleichen, Alberta.  
Reeves, C. D., Pamburn, Sask.  
Renalberger, M. N., Gleichen, Alberta.  
Shatto, Luther, Gleichen, Alberta.  
Weddle, J. L., Gleichen, Alberta.  
Ziegler, Ira, Vidora, Sask.

## CALGARY, THE CONVENTION CITY

(Calgary is named after a small town in Scotland; the word Calgary is of Gaelic origin and means "clear running water".)

CALGARY (altitude 3,439 feet) is a city admirably located and well equipped to handle a Convention of the size and character that the 1923 Conference of the Church of the Brethren promises to be. Though founded less than forty years ago, it has now become a flourishing, industrial and agricultural center, with a population of 75,000, and is not only the largest city in the fertile and prosperous Province of Alberta, but, also, among western cities, next to Winnipeg and Vancouver in size and importance.

Beautifully situated at the junction of the Bow and Elbow Rivers, it is a homelike city which offers much of interest to tourists. The business section and part of the residential district has spread over the valley which was the original town site and has expanded over the surrounding heights, from which interesting views of the Rockies may be obtained. It is modern in every particular, with fine business blocks and public buildings, paved streets, interesting parks, exhibition grounds, several golf courses and facilities for recreation of all kinds. It is run on very progressive municipal lines and owns and operates all its public utilities, including even a municipal golf course.

Being the gateway to a most prosperous agricultural, beef raising and ranching district, including thousands of acres of both irrigated and non-irrigated lands famous for spring, fall and winter grains of all kinds, vegetables and wild and cultivated grasses, Calgary has become a most important agricultural center. Its importance in this respect has been recognized by the Government of the Dominion of Canada, and an interior terminal elevator, costing approximately \$1,000,000 and with a capacity of 2,500,000 bushels, is located here. The elevator is electrically driven, fifty-three motors being required to run the plant. The Calgary elevator not only provides the usual storage and cleaning facilities



Calgary from the Bow River

for grain growers, but it serves also as a reservoir for shipments east and more especially west to Vancouver, where they may enter the trade routes of the Pacific and the Atlantic via the Panama Canal.

Because of its cheap Hydro Electric Power and also because it is in the center of tributary lands containing supplies of raw material, it is also becoming an important industrial center. Chief among the minerals and other products of the lower strata of the earth found in the Calgary district are iron, lead, coal, sandstone and brick clay. Natural gas and petroleum of a high grade are also abundant.

One of the most imposing structures in Calgary is the Hotel Palliser—a handsome hotel of metropolitan standing owned and operated by the Canadian Pacific Railway Company. It comprises ten floors with a roof garden and sun parlor on the roof from which a magnificent view of the snow-capped Rockies may be obtained. In addition, there are also many other first-class hotels in the city with rates to suit all purses.

The Exhibition Grounds where the Convention will assemble are within half a mile of the Palliser Hotel and may easily be reached from any part of the city. The buildings are ample in size and well equipped for conventions of this character.

Within the city limits and well worth a visit, will be found the head gates of the main canal which is part of the largest individual irrigation system on the American Continent. Through this gateway waters flowing from the far distant Eastern slope of the Rocky Mountains are diverted and distributed over a huge block of fertile prairie country a few miles east of the city.

There are many interesting trips to be taken around the city. The residential district on both the North and South hills command fine views of the Rockies. The Sarcee Indian Reservation adjoining the city on the southwest,

provides an interesting drive and St. George's Island and Bowness Park are also worthy of a visit.

The most picturesque drive to be taken, and one which no Delegate should miss, is the four hour motor trip to Banff, eighty-five miles distant. Westward from Calgary, the great stretches of level country cease and the rolling, grassy foothills succeed, rising tier upon tier to the base of the great ranges of which they are the outposts. In the lower valleys which are the grooved courses of ancient glaciers, may be seen great herds of cattle and sheep. Soon the mountains stand before one, a seemingly impenetrable wall, but following the course of the river the road winds between two almost vertical walls of dizzy height, streaked and capped with snow and ice and we enter the mountains by means of this gap. Passing the Three Sisters and with Cascade Mountain dominating the valley, we reach the little village of Banff.

## CONVENTION INFORMATION

### Convention Headquarters:

Address, Hotel Noble, First Street West and Twelfth Avenue.

Telephone No. ....

### Convention Officers:

Eld. I. W. Taylor, - - - -	Moderator
Eld. J. J. Yoder, - - - -	Ephrata, Pa.
	Reading Clerk
	McPherson, Kansas
Elder J. A. Dove, - - - -	Writing Clerk
	Cloverdale, Va.



The Great Basque Dam



Palliser Hotel, Calgary

*Program Committee:*

Elder W. O. Beckner, - - - - Chairman,  
5815 Drexel Ave.,  
Chicago, Ill.  
Elder Lawrence C. Shultz, - - - - Secretary,  
North Manchester, Ind.  
Elder J. A. Dove, - - - - Cloverdale, Va.

**USEFUL INFORMATION REGARDING  
CALGARY**

*Street Railway:*

Pay as You Enter System.  
Tickets 2 for 15c.  
Tickets 4 for 25c.  
Tickets 18 for \$1.00.

*Automobile & Taxicab Tariff:*

Per Hour, 1-3 persons, \$3.00.  
Per Hour, 4 persons, \$4.00.  
Per Hour, 5 or more, \$5.00.

*How to Reach:*

The Exhibition Grounds:  
By Electric Railway—Belt Line, eastbound  
from 8th Avenue.

Bowness Park:  
By Electric Railway—Bowness Park Line,  
westbound from 8th Avenue.

St. George's Island:  
By Electric Railway—East Calgary Line, east-  
bound from 8th Avenue.

*The Automobile Camp:*

On St. Patrick's Island adjoining St. George's. Pro-

ceed on 9th Avenue to 12th St. East, then north  
on this street and cross bridge to park.  
Provides free camping facilities, such as water, light,  
fuel, lavatories and fire places.  
Caretaker constantly in attendance.

*Calgary Automobile Club:*

For touring information or other assistance, visiting  
motorists are requested to call at the Club Head-  
quarters, 517 Centre St.

*Note:* A beautifully illustrated municipal manual pre-  
senting interesting information regarding Calgary may be  
secured on applying to the Board of Trade, Loughheed  
Building, cor. 1st St. West and 6th Ave.

**GENERAL INFORMATION FOR TOURISTS  
ENTERING CANADA**

*Immigration and Customs Regulations:*

Instruction will be given to Customs and Immigration  
Officials to pass delegates and visiting Brethren with  
little or no inspection, provided they hold the necessary  
credentials or evidence that they are coming into  
Canada solely to attend the Convention.

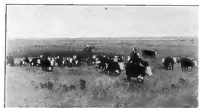
American Consul in Calgary.

Mr. E. C. Reat, The P. Burns Building.

**TRAVELING INFORMATION**

Delegates to the Conference should not fail to visit  
Banff and Lake Louise and would do well to plan their  
return trip through the Canadian Rockies, Vancouver,  
Victoria and Seattle. This trip may be included at little  
more cost than the fare to Calgary. The return trip may  
also be made by way of California.

Traveling westward, watches should be advanced one  
hour at the following places:



Cattle Ranching in Alberta



George Long's Farm

Fort William, Ont., From Eastern to Central time.  
Detroit, Mich., From Eastern to Central time.  
Broadview, Sask., From Central to Mountain time.  
North Portal, Sask., From Central to Mountain time.  
Field, B. C., From Mountain to Pacific time.

#### Comparative Traveling Distances:

Toronto to Calgary—2,065 miles  
Chicago to Calgary—1,612 miles  
Winnipeg to Calgary—832 miles  
Calgary to Banff—85 miles  
Calgary to Lake Louise—120 miles  
Calgary to Vancouver—642 miles

### ALBERTA

THE 1923 Church of the Brethren Conference at Calgary, Alberta, not only offers a convention program of special interest, but also unusual inducements to attend by reason of its being held for the first time in Canada. Delegates entering Canada by way of Niagara Falls and Toronto or by points of entry farther west and by following the route of the Canadian Pacific Railway, have an excellent opportunity to see some of the large Canadian cities; to follow the great chain of inland lakes to Fort William, Canada's greatest grain port where the huge grain crop of Western Canada comes into contact with commerce; and to visit the far-famed prairies and foothills of the "Last Great West," with their vast agricultural and ranching areas and their almost limitless possibilities of development.

Because of its clear sunshine and blue sky, the Province of Alberta has become known as "Sunny Alberta." It is also the land of long summer twilights.

Calgary is the largest city in Southern Alberta. Open prairie, rolling foot hills, snow clad mountains mingling with the clouds of heaven form the sky line from the Calgary hills; and the sweep and mystery of the far horizon stir one's sense of wonder and imagination and prepare one for the vastness and grandeur of the mountains beyond.

Banff, the gateway to the Canadian Pacific Rockies, is reached by a four hour motor drive from Calgary, and Lake Louise, one of the most perfect gems of scenery in the world, is but thirty miles beyond. No part of the Rockies exhibits a greater variety of sublime and impressive scenery and nowhere are good points of view and features of special interest so accessible as in this district. With such an introduction, no urging is required to continue one's journey through this gigantic fairyland of unbelievable beauty and magnificence to Vancouver and the Western Coast.

Added to the inspiration and fellowship of the Conference, the delight and wonder of such a trip will live always in the imagination of those fortunate enough to attend the Conference.

### WESTERN CANADA

BETWEEN Winnipeg and Calgary is a vast agricultural area of almost limitless possibilities, the three provinces Manitoba, Saskatchewan and Alberta containing a land area of 466,000,000 acres, only a small part of which is yet under cultivation, though it has been conservatively estimated that at least 200,000,000 acres are first class agricultural land that will raise the finest of crops.

Practically all the way westward through a country of level stretches or steppes, the train climbs the long gradual ascent to the foot hills which in turn give way to the great peaks which soar high above the snow line. Old buffalo trails scarred and pitted are still to be seen on the prairies, but, for the most part, the only remainders of the huge herds that roamed the prairies fifty years ago are now in Government enclosures at Banff and Wainwright.

The chief cities on this stretch of prairie are Brandon, Regina, Moose Jaw and Medicine Hat. Illuminating side lights on pioneering days appear in the names in many of these Western towns, Moose Jaw being the contraction of an Indian word meaning "The-Creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone." One is never allowed to forget that it is largely a wheat country, the most conspicuous building at many a wayside station being a giant elevator.

However, Western Canada is not famous for wheat only—it is also a great stock raising region. Farming in these provinces began in the form of cattle raising in ranches of vast acreage. The big ranches and the dashing, picturesque cowboys are fast passing away, but stock raising is more popular than ever. Hog raising and dairying have also increased greatly of late years. Though sheep raising is not so important an industry in Western Canada as it might be, the climatic conditions for raising sheep are ideal and there is an inexhaustible supply of good food.

Much time and money has been expended in these provinces on means of transportation and communication and with excellent results on business and social conditions. One is surprised to find so many good roads and fine bridges. With telephones, automobiles and rural delivery of mail, the isolation of home life on the prairie is no more. In each province there are colleges of arts and agriculture, normal schools, agricultural high schools for boys and girls, experimental farms and all that makes for substantial rural development.

EAST of the City of Calgary, for a distance of 150 miles along the railway line, extends the great Irrigation Block of the Canadian Pacific Railway, the largest irrigation project on the Continent. The picture shows the huge dam which has been erected near Bassano by means of which the ordinary water level at the site is raised forty-five feet and waters flowing from the far eastern slope of the Rocky Mountains are diverted through a total length of 2,500 miles of canals and distributing ditches over about 1,800 square miles of fertile prairie country.

## THE MOUNTAINS AND THE PACIFIC COAST

**W**ESTWARD from Calgary, we enter the most wonderful region of Canada, the Canadian Pacific Rockies, than which no mountain region in the world has more magnificent or diversified scenery to offer. Nature has thrown up this system on so vast a scale that their greatness cannot be grasped except by some comparison. The simplest parallel is that of the Swiss Alps which throw their giant barrier between Italy and France. To traverse these by train takes only four hours. The Transcontinental train takes twenty-four hours to cross the Canadian Rockies. When therefore Edward Whymper, one of the most famous mountaineers that ever lived, described the Canadian Pacific Rockies as fifty Switzerland thrown into one, this certainly was no exaggeration.

Banff is the first point of interest for tourists. It is the headquarters of the Rocky Mountains Park, a wonderful region of 1,800 square miles embracing rivers, lakes and noble mountain ranges. There are several hot sulphur springs at Banff possessing high curative value and also forming excellent swimming pools. There is also an enclosed park containing buffalo, elk, moose, mountain sheep and mountain goat. Within easy walking distance is Sulphur Mountain, a long wooded ridge rising to an elevation of 8,030 feet which has an observatory on its summit

and the Canadian Alpine Club's permanent Club House on the slopes.

Twenty miles south of Banff is Mount Assiniboine (11,860 feet altitude), the Matterhorn of the Rockies. The way thither leads through beautiful valleys shaded with transparent blue lakes and the journey is a particularly fine pony and camping trip.

Thirty-five miles from Banff is Lake Louise. "A lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the forests and cliffs that rise from its shore on either side, the gleaming white glacier, the tremendous snow-crowned peaks that fill the background of the picture and the blue sky and fleecy clouds overhead."

Six miles west of Lake Louise is the "Great Divide" which is at once the highest elevation of the Canadian Pacific Railway, the boundary between Alberta and British Columbia and the very backbone of the Continent. It is marked by a rustic arch spanning a stream under which the water divides by one of those freaks by which nature diverts herself into two little brooks that have vastly different fates. The waters that flow to the east eventually reach Hudson Bay and the Atlantic Ocean. The rivulet that runs west adds its mite to the Pacific Ocean.

Under the snow-capped peaks of three vast ranges, crossing and recrossing foaming torrents deep down below or cutting its way out of precipitous cliffs as it does in the Fraser Canyon, the railway continues, and for sheer grandeur the route is without a rival.

The Canadian Pacific Railway operates hotels at Banff, Lake Louise, Emerald Lake, Glacier and Sicomous and the wise traveler breaks his journey so that he may see by daylight not only the massive grandeur of the Rocky Mountain and Selkirk ranges, but also the wonderful canyon scenery of British Columbia.

In natural beauty British Columbia is perhaps the most richly endowed of the provinces, for she possesses glorious



Banff, in the Canadian Rockies



Victoria, B. C.—Garden City of the Pacific

forests and a picturesque sea coast in addition to the magnificent peaks and mountain lakes of gem-like color and translucence which she shares with Alberta. Her coast views are indeed the lovelier for the green heights springing from the water's edge and for many a ghostly white peak gleaming in the distance.

Vancouver, the western terminus of the rail lines of the Canadian Pacific, is one of the leading cities of the north Pacific Coast. It has a vast oriental business and is the center of a huge lumber and fishing industry. Surrounding it are beautiful environs of varied character. English Bay has a famous bathing beach; Capilano Canyon is a gorge of great natural beauty and Stanley Park is a forest primeval right within the city limits. In the Park are thousands of Douglas firs and giant red cedars of most amazing size and age.

Four hours' sail across the Straits of Georgia brings one to Victoria and nine hours down Puget Sound is the large American seaport of Seattle. Tourists who wish to extend their trip to California may do so with very little added expense.

## OFFICIAL ROUTES TO CALGARY

Designated by Elder J. F. Appleman, Chairman Transportation Committee for Northern Indiana

The Chicago, Milwaukee and St. Paul Ry. has been selected as the official route between Chicago and the Twin Cities for delegates arriving in Chicago at the Union Station, and the Minneapolis, St. Paul and Sault Ste. Marie Ry. (Soo Line) for delegates arriving in Chicago at all other stations.

From Twin Cities to Calgary, Soo Line—Canadian Pacific is the official route and Conference delegates should be careful to have their railroad tickets by the official routes.

Delegates may also proceed to the Conference by way of Montreal and Toronto if these two cities provide the most convenient connections and the Canadian Pacific Railway has been selected as the official route. Through trains to Montreal without change en route are operated daily.

Members of the Church traveling to Chicago from points on the B. & O. and other railways entering Chicago at Grand Central Terminal and other stations (except Union Station)

should apply to Thos. J. Wall, General Agent, Soo Line—Canadian Pacific Railways, 140 South Clark Street, Chicago, for sleeper reservations, Chicago to Calgary.

**Special Notice for Members Attending the Calgary Conference.**—You have the choice of traveling via any Railway Line between Chicago and St. Paul, thence Soo Line—Canadian Pacific to Calgary, which is the shortest and most practical route.

## SUMMER TOURIST ROUND TRIP FARES

From	To	Calgary Banff	Vancouver Portland	San Francisco Los Angeles
Philadelphia		111.39	133.14	151.14
Pittsburgh		91.30	113.05	131.05
Cincinnati		80.70	101.35	119.35
New York		113.37	138.32	156.32
Chicago		64.25	86.00	104.00
Buffalo				
via Toronto		92.44	114.19	132.90
via Chicago		91.95	113.70	131.70
Montreal		110.55	132.30	153.50
Toronto		87.80	109.55	130.75

## Canadian Pacific Railway Passenger Agencies:

Agents at these centers will be able to plan routes, quote rates from destinations not shown, and to give full information regarding the trip.

Atlanta, Ga., 45 N. Forsyth St., E. G. Chickbrough, Gen. Agt. Pass. Dep.  
Boston, Mass., 45 Bay State St., L. R. Hart, Gen'l. Agt. Pass. Dep.  
Buffalo, N. Y., 160 Pearl St., D. S. Saunders, Gen. Agt. Pass. Dep.  
Chicago, Ill., 140 S. Clark St., T. J. Wall, Gen. Agt. Rail Traffic  
Cincinnati, O., 420 Walnut St., M. G. Mahon, Gen. Agt. Pass. Dep.  
Cleveland, O., 320 Prospect Ave., G. W. Griffin, Gen. Agt. Pass. Dep.  
Detroit, Mich., 125 Griswold St., G. C. Mackay, Gen. Agt. Pass. Dep.  
Duluth, Minn., Soo Line Depot, David Berlin, Trav. Pass. Agt.  
Los Angeles, Cal., 605 S. Spring St., W. Mallory, Gen. Agt. Pass. Dep.  
Kansas City, Mo., 90 Ky. Bldg., B. G. Morris, City Pass. Agt.  
Milwaukee, Wis., 55 Wisconsin St., J. J. Sweeney, City Pass. Agt.  
Minneapolis, Minn., 611 2nd Ave. So., H. M. Tarr, Gen. Agt. Pass. Dep.  
New York, N. Y., Cos. Pac. Bldg., Madison Ave., at 44th St., F. K. Perry, General Agents Rail Traffic  
Philadelphia, Pa., Locust St. at 15th, R. C. Clayton, City Pass. Agt.  
Pittsburgh, Pa., 240 South Ave., C. J. Williams, Gen. Agt. Pass. Dep.  
Portland, Ore., 35 Third St., W. H. Deacon, Gen. Agt. Pass. Dep.  
St. Louis, Mo., 432 Locust St., E. L. Sheridan, Gen. Agt. Pass. Dep.  
St. Paul, Minn., Robert and Fourth, B. E. Seered, Gen. Agt. Soo Line  
San Francisco, Cal., 415 Market St., F. L. Nason, Gen. Agt. Pass. Dep.  
Seattle, Wash., 555 Second Ave., F. J. McQuinn, Gen. Agt. Pass. Dep.  
Spokane, Wash., 1000 Broadway, J. C. Carlin, Travel Mgr. S. I. Railway  
Tacoma, Wash., 115 Pacific Ave., D. C. O'Neel, City Passenger Agent  
Washington, D. C., 115 N. Y. Ave., C. E. Phelps, City Pass. Agent







# 125th Annual Conference



CHURCH OF  
THE BRETHREN



Calgary, Alta.

June 12-21, 1923

#### OFFICIAL ROUTE

C. M. & St. P.	Chicago to St. Paul
Sec-Canadian Pacific	St. Paul to Calgary

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